





## Hotels.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAK, near the TRAM TERMINUS, Tel. 50.  
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1902.

[17]

## KOWLOON HOTEL,

J. H. DOWNS,  
Manager.J. W. OSBORNE,  
Proprietor.THE CONNAUGHT HOUSE,  
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,  
CIVILITY AND ATTENTION

TERMS MODERATE.

Hongkong, 4th September, 1902.

THE MANAGER.

[119]

"BOA VISTA,"  
(HOTEL SANITARIUM OF SOUTH CHINA)  
MACAO.

THE most select Hotel in the Far East, beautifully situated overlooking the sea, and  
affords comfortable accommodation for travellers.  
The strictest supervision as to food and cleanliness is exercised by a European Manager.  
[57d]

Telegraphic Address: "BOA VISTA."

## Intimations.

## INCANDESCENT GAS LIGHT

The Under signed, being Sole Agents for  
DR. AUER VON WELSBACH CO.,  
VIENNA.

THE INVENTORS OF INCANDESCENT  
GASLIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

[954c]

E. C. WILKS & Co.,  
MARINE ENGINEERS, SHIP CONTRACTORS  
AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and  
Specifications Prepared.

Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901.

[1214c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION  
of the COLON.

Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai.

12th October, 1898.

[21]

## WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,  
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,  
AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,  
Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901.

[1256c]

## UNTOUCHED BY HAND.

MELLIN'S  
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ST. JOSEPH'S COLLEGE,  
HONGKONG.

## CHEONG SHING.

No. 39, Queen's Road Central,  
(Opposite to Messrs. GAUPP & Co.)DEALERS IN  
Jewellery and Silks, Pearls and Jadestone  
Ware, Ivory Ware and Curios, Chinese  
Goods of all kinds.

And also General Exporters.

An inspection is respectfully solicited.

Good quality and good workmanship  
guaranteed.Prices lower than other shops in the same  
line of business. [50d]

## TAI LOONG.

1 and 3, Lyndhurst Terrace.

FOR Fancy Muslins and Piques, Flowered  
Delaine, Ladies' and Children's Shoes,  
New Chiffon Hats.THE CHRISTIAN BROTHERS.  
Hongkong, 22nd November, 1901.

## Intimations.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

THE ORDINARY GENERAL MEET-  
ING OF SHAREHOLDERS in the  
above Company will be held at the COMPANY'S  
OFFICES, on SATURDAY, the 27th September,  
at Noon, for the purpose of receiving the  
Report of the General Managers, together with  
a Statement of Accounts to the 30th June, 1902.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 15th to the 27th  
September, both Days inclusive.

DOUGLAS L. PRAIR & Co.,  
General Managers.  
Hongkong, 9th September, 1902. [94d]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.  
\$3.50 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 15th March, 1902. [10]

## JUST UNPACKED.

## FRESH AUSTRALIAN BUTTER.

CHEESE.  
STREAKY BACON.

Also,  
ASSORTED AUSTRALIAN JAMS of well-  
known make.

HUTTON JEE,  
No. 5, D'Almeida Street,  
Nos. 39 and 40, Elgin Road, Kowloon.  
Hongkong, 5th September, 1902. [80d]

HONGKONG SUBSCRIPTION  
LIBRARY.

18, Bank Buildings, Wyndham Street.  
FOUNDED in 1891, by DR. CANTINE,  
and conducted for several years by  
H. B. LOCK, Esq., K.C.

TRUSTEES:  
H. B. LOCK, Esq., K.C.,  
H. R. SHEWAN,  
C. R. DODWELL, Esq.

Contributions Payable in Advance.

\$ 50 ..... Per Half Year  
\$ 40 ..... Per Month

The Library contains, in addition to Fiction,  
a number of Standard Works on Biography,  
History, Travels, &c., and Works of Reference;  
and it is hoped to maintain it up to date.

Subscribers are allowed to take three books  
at a time.

Interested Subscribers are requested to  
apply to the Librarian.

BERNARD LANKESTER,  
Hon. Secretary & Treasurer.  
Hongkong, 13th September, 1902. [111c]

## STAG HOTEL.

Established 1879.  
118, QUEEN'S ROAD CENTRAL, HONGKONG.

This Hotel has been rebuilt in 1902,  
under the most improved sanitary  
principles.

It contains large airy rooms with every comfort  
and facility for monthly Boarders and  
Visitors making a prolonged stay.

Charges very moderate.

Apply at THE HOTEL OFFICE.  
Hongkong, 1st September, 1902. [912d]

## NEW VICTORIA HOTEL.

ROTISSERIE,  
Meats a la Carte.

CHOPS, STEAKS, etc., at any time,  
between 7.30 a.m. and 11 p.m.

Monthly Dinner at Moderate Rates.  
Madar & Farmer,  
Proprietors.

Hongkong, 2nd September, 1901. [101c]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10 per case of 48 bottles (quarts.)  
Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.,  
Hongkong, 29th May, 1902. [195d]

## A SPECIAL SALE will be held at the

ITALIAN CONVENT on behalf of the  
Poor Orphans, from the 1st October, at 2 P.M.,  
to the 8th, except Sunday.

Of Ladies and Children's Underclothing and  
other useful and Embroidered Articles, suitable  
for Birthday Presents, &c.

The Prices will be marked on every Article.  
The Superintress hopes to receive and merit  
a large share of public patronage.

ITALIAN CONVENT,  
20, Caine Road.  
Hongkong, 16th September, 1902.

GOVERNMENT GENERAL OF  
FRENCH INDO-CHINA.THE  
HANOI  
EXPOSITION

WILL BE OPENED ON  
3rd NOVEMBER, 1902.

THE Exposition, which is situated close to  
the Railway Terminus at Hanoi, will  
comprise a GRAND PALACE and MAGNI-  
FICENT BUILDINGS, containing Art, etc.,  
Commercial, Agricultural and Industrial  
Productions of the greatest variety from France  
and her Colonies (1st section); French Indo-  
China (2nd section); and the countries of the  
Far East—China, Japan, Philippines, Siam,  
Netherlands India, British India, Straits Settle-  
ments, Burma, &c. (3rd section).

The WEATHER in TONKIN during the  
months of November, December, January, and  
February, is mild and invigorating and may  
be compared to a winter at Nice.

The GALLERY OF FINE ARTS will  
contain more than 500 Pictures, and will be  
organised under the Direction of the Inspection-  
General of Fine Arts of France.

SPECIAL EXCURSIONS by Railways and  
Steamers to the chief Places of Interest  
in Indo-China (Cochin-China, Tonkin, Laos,  
Cambodia, Annam) will be organised, at  
reasonable prices.

Attractions of ALL KINDS:  
Military Bands, Theatres, Circuses, Concerts,  
Aquatic Sports, Balloon Ascensions, Fireworks,  
Dances, &c., will be provided.

REDUCED PRICES will be charged by  
all Steamship Lines running to Haiphong,  
from whence Hanoi may be reached in a few  
hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and  
CAFES assure every accommodation to visitors  
at moderate prices.

FOR FURTHER INFORMATION apply to  
the French Consulates in the Far East.

P. THOME,  
Commissaire Général de l'Exposition  
de Hanoi.

Hongkong, 17th May, 1902. [715d]

## Notices of Firms.

CHINA TRADERS' INSURANCE CO.,  
LIMITED.

## NOTICE.

DURING MY TEMPORARY ABSENCE  
from the Colony Mr. F. S. FULCHER  
will act as SECRETARY.  
By Order of the Board.

W. H. RAY,  
Secretary.

Hongkong, 16th September, 1902. [905d]

## NOTICE.

I HAVE This Day RESUMED my duties  
as MANAGER of W. M. POWELL, LIMITED.  
R. G. HECKFORD,  
Manager.

Hongkong, 15th September, 1902. [96d]

## THE VICTORIA DISPENSARY.

NOTICE is hereby given that Mr. EDWARD  
LANGLEY has CEASED to be connected  
with our Business.

Mr. SOUTHER KENT has been APPOINTED  
OUR REPRESENTATIVE FOR THE HARBOUR  
AND SHIPPING BUSINESS and all Orders com-  
mitted to his charge will receive immediate  
attention.

THE VICTORIA DISPENSARY,  
J. R. CAPELL,  
Manager.

Hongkong, 4th August, 1902. [816d]

## To be Let.

## TO LET.

"WESTLEY," UPPER RICHMOND ROAD,  
(Immediate Possession).  
Apply to  
LAU CHU PAK,  
C/o A. S. Watson & Co., Ltd.  
Hongkong, 13th September, 1902. [938d]

## TO LET.

"FRANCIS BUNGALOW" Kowloon  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 16th September, 1902. [958d]

## Intimations.

## HONGKONG CRICKET CLUB

THE ANNUAL GENERAL MEETING  
will be held in the PAVILION on TUES-  
DAY, the 24th instant, at 4.15 P.M.

A. G. WARD,  
Hon. Secretary.  
Hongkong, 16th September, 1902. [959d]

## WANTED.

A NATIVE BOY WRITER in H.M. Vic-  
tualising Yard. Apply between 10 and  
11 A.M. to the Victualling Store Officer.  
H.M. VICTUALLING YARD.  
Hongkong, 16th September, 1902. [966d]

## DRINK



## UNEXCELLED.

## SOLE AGENTS:

RITCHIE & Co.,  
Des Vaux Road.

Hongkong, 23rd June, 1902. [675d]

## F. BLACKHEAD &amp; CO.,

SHIP CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMAN'S RAHTIEN'S GENUINE  
H. COMPOSITION RED HAND  
BRAND, HARTMAN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
F. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

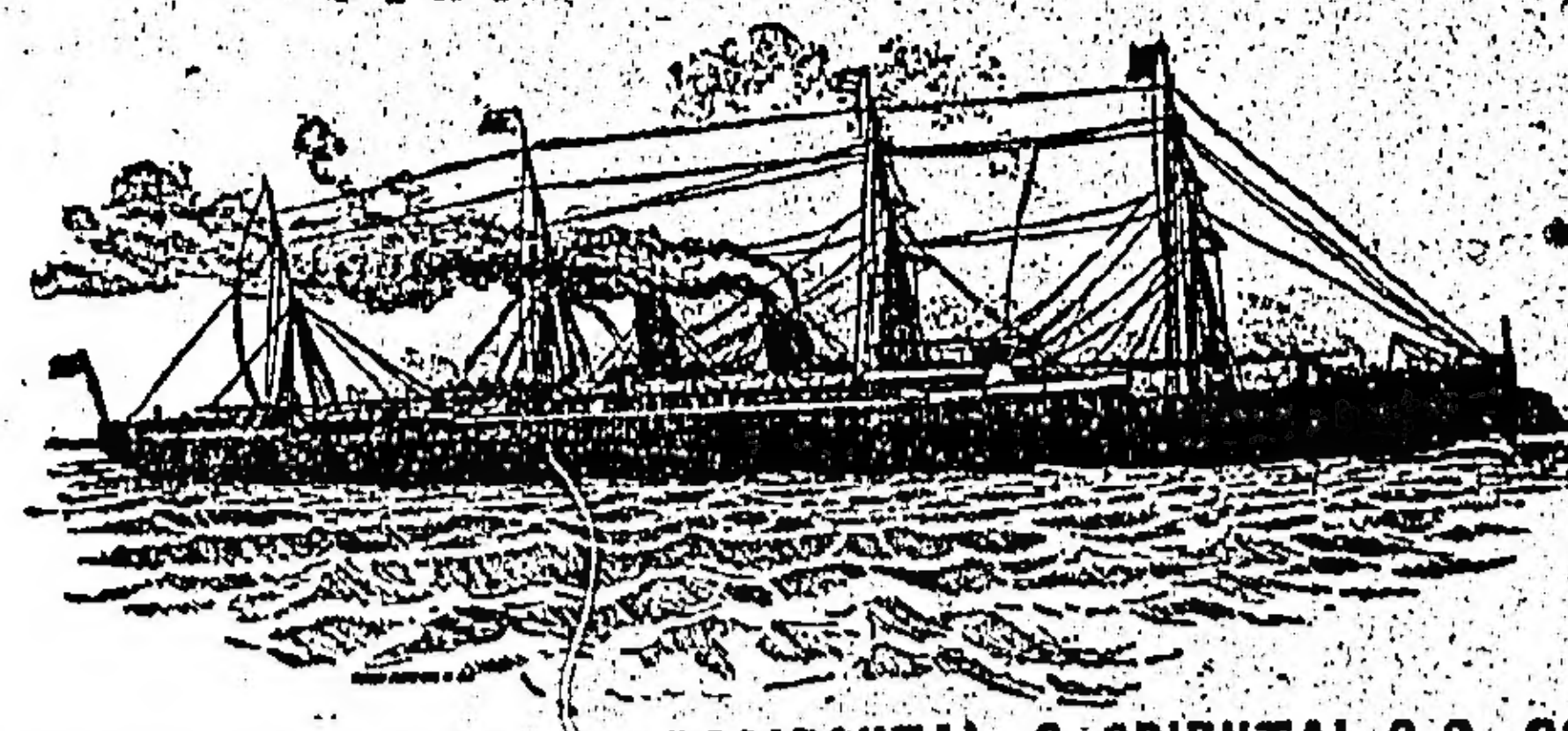
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 17th May, 1902. [79d]

CLARKES' B. & P. PILLS are warranted to  
cure, in either sex, all acquired or con-  
stitutional Disorders from the Urinary Organs,  
Gravel, and Pains in the Back. Free from  
Mercury. Established upwards of 30 years.  
In boxes, 4s. 6d. each, of all Chemists and  
Patent Medicine Vendors throughout the  
World. Proprietors: The Lincoln and Mid-  
land Counties' Drug Company, Lincoln,  
England. [28]

## Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" ..... WEDNESDAY, 24th Sept., at Noon  
"KOREA" ..... WEDNESDAY, 1st Oct., at Daylight  
"GAELIC" ..... FRIDAY, 10th October, at Noon  
"HONGKONG MARU" ..... SATURDAY, 18th October, at Noon  
"CHINA" ..... TUESDAY, 28th October, at Noon  
"DOBIO" ..... TUESDAY, 4th November, at Noon.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN  
FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA  
and HONOLULU, on WEDNESDAY, the 24th instant, at Noon, taking Freight for Japan,  
the United States, and Europe. Passengers are allowed to break their journey at any point  
en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland  
Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-  
WAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the  
regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between  
SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting  
Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members  
of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials  
located in Asia, and to European Officials in the Service of the Governments of China and  
Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are  
conferred and will apply only to Missionaries, Members of the Naval and Military Services,  
and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets,  
making the return journey between ports in the Orient and Honolulu or beyond, within twelve  
months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,  
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by  
the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to  
address in full; value of same is required.

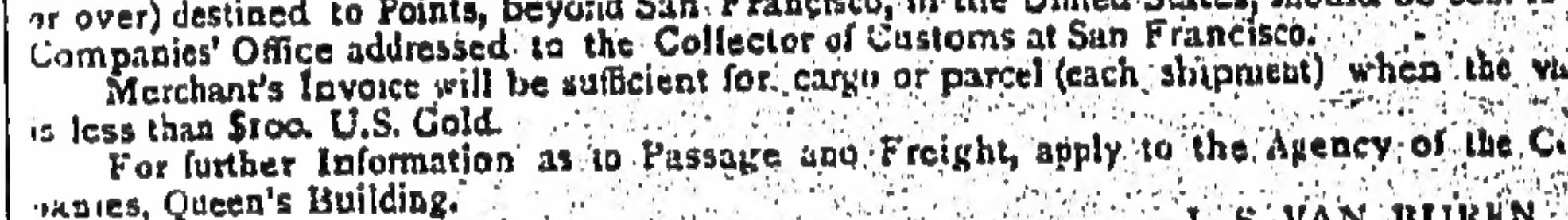
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold  
or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the  
Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value  
is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Com-  
panies, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 16th September, 1902.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

1902

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF JAPAN, Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.

"ATHENIAN" Comdr. H. Mowat WEDNESDAY, 8th Oct.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R. WEDNESDAY, 2nd Oct.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.

"TARTAR" Comdr. E. Bealliam, R.N.R. WEDNESDAY, 3rd Dec.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE  
CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made  
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to: Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 10th September, 1902.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FAHRSTAMPFER BREIT.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALIIC PORTS: NORTH and SOUTH AMERICA (PORTS).

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES. Freight and  
Passengers.

STAMMERS. KONIGSBERG ..... HAVRE and HAMBURG. 20th Sept. Freight and  
at Noon Passengers.

Mayer ..... (Calling at SINGAPORE and PENANG) 21st Sept. Freight.

BAMBERG ..... HAVRE and HAMBURG. 24th Sept. Freight.

Kirchner ..... (Calling at SINGAPORE and COLOMBO) 24th Sept. Freight.

FRIBURG ..... HAVRE, BREMEN and HAMBURG. 8th Oct. Freight.

Prüsch ..... (Calling at SINGAPORE and PENANG) 8th Oct. Freight.



## CHINESE AGRICULTURE.

## OPPOSITION TO FOREIGN METHODS.

As has been already reported in these columns, says the Chinese paper, *Shen Pao*, that Viceroy Yuan Shih-kai recently sent Taotai Huang Hsiao-tung, director of the Agricultural College in Chihli, over to Japan to study the agricultural policy pursued by Japan and to engage three Japanese experts in agriculture as instructors for the Viceroy's Agricultural College. This has gone a long way to show the eagerness with which the Viceroy is bent on reforming the country, and we confess that we admired the step as a wise one at first. But after a little deliberation over this new measure we cannot help criticising it unfavourably. It seems to us that many people are under the impression that China cannot be wealthy and powerful unless she makes a

## CLEAN SWEEP OF HER OLD METHODS

in all directions, and introduce new ones in their stead from Japan or European countries. But though such a policy may be adopted by China in regard to her commerce and her manufactures, it is, in our opinion, not applicable to her agriculture. It is not because we find fault with the new methods of agriculture in foreign countries that we do not like to see our country introduced them, but because we are already in possession of methods which, if not better, are equally good and useful as those of European countries and which have been transmitted down to us from times immemorial. They are mentioned in the *Chou* book written in the Chou dynasty (1122-255 B.C.), but have been long neglected by our farmers. By one of these old methods we can classify the cultivated lands according to the degrees of their fertility. By another we are enabled to select for each kind of cultivated land the kind of grain best fitted for it. A third method teaches us what sort of manure is to be applied with the greatest advantage to each kind of cultivated land. These are only three of a great many of similar methods recorded in the *Chou*. If, instead of introducing new and radical methods from foreign countries, Viceroy Yuan simply adopts the old ones of our own and improves them, there is little doubt that the results will be wonderful.

## MACHINERY NOT SUITED TO CHINA.

But perhaps some one may say that although our old methods are useful and practicable, yet it is still worth our while to replace them by those in use abroad, because by means of machinery the work done in a day would require a month to be performed by human labour. But he who argues thus, should do well to bear in mind that the employment of machinery in agriculture is suitable to the condition of foreign countries only, and not to that of China. Most of the foreign countries are sparsely populated and find it very difficult to procure sufficient human labour to do their agricultural work. They are, therefore, obliged to have recourse to machinery. But it is not so with China which is the most densely populated country in the world and where any amount of human labour can be procured. In such a country, if machinery were to take the place of human labour, millions of people would be thrown out of employment and deprived of their means of subsistence. Hence we strongly advocate the adoption of the old methods of our own, and deprecate the introduction of new methods from strange lands.

## THE TRANS-SIBERIAN RAILWAY.

An occasional correspondent on his way home to England via Siberia writes to the *N.C.D. News* as follows from Samara under date the 19th of July, after leaving Shanghai on the 1st of July and incurring five days' quarantine at Port Arthur:—

"The journey is nearly at an end as I am due in Moscow on the 1st and in London on Sunday, the 3rd of August. It has been a very interesting trip up to the present but very slow. English is very little spoken all along the line. French is spoken by nearly everyone who has any education, and German is spoken by all the Jews and there are a good many of them about. It is a very cheap trip and I think it will only cost me about £15. It is necessary to have a passport from your Consul visé by the Russian Consul but it is not necessary to show it at all if you are going right through to Moscow.

The expenses run about as follows:—  
Roubles.  
Steamer Shanghai to Port Arthur 30.00  
Train Port Arthur to Harbin, and class, 20.80  
Train Harbin to Manchuria, and class, 19.70  
Train Manchuria to Irkutsk, and class, 15.30  
Train Irkutsk to Moscow (non-express), 43.20  
Food and drinks on journey, say R. 4  
per diem, 22 days, 84.00  
Roubles 213.00

Luggage is very expensive; the best way is to take two good-sized Gladstone bags, and a sack which you can take in the carriage with you and for which you pay nothing. Four Roubles a day is plenty as you don't get hungry cooped up all the time in the train, and every one drinks tea which you make yourself, as you can always buy boiling water at every station, also cakes and fruit.

The Express from Irkutsk to Moscow would cost about R. 30 more and the food, etc., would cost R. 6 per diem, but the extra expense is worth it as the delays at the stations are awful. If any of your friends think of going, tell them that a small basket with knives and forks, plates, salt, sugar, and brandy or whisky, is worth taking. It is beastly cold round about Lake Baikal and a great coat and thick rug are necessary in the summer; in the winter it must be awfully cold. With no quarantine at Port Arthur and good luck during the trip it would only take 25 days from Shanghai to London.

COTTAM &amp; CO. FOR PANAMA HATS.

COTTAM &amp; CO. FOR SUN HATS.

## THE APPROACHING ROYAL MARRIAGE.

## INTERESTING DETAILS.

Tsai Li, Prince of Chun, the younger brother of his Majesty Kuang Hsi, is to marry the second surviving daughter of Yung Lu, Senior Grand Secretary of the Empire—Yung Lu succeeded to the Grand Secretaryship of the late Marquis Li Hung-chang.

The betrothal of the Prince to Miss Yung Lu took place in Paoing last November by command of the Empress Dowager, who rarely lost any opportunity during the past ten years or so to push forward the fortunes of her own kinsmen who, of course, are not of the Blood Imperial, the chief amongst whom, it is needless to say, is her nephew, the prospective father-in-law of the Prince of Chun. A dispatch from Peking, emanating from a reliable source, now states that the marriage of the young couple is to be consummated on the 30th of this month, the nuptial rites and ceremonies, according to Manchou custom, taking place on the evening of the auspicious day. On the 29th inst., or the day before the marriage,

THE BRIDE'S TROUSSEAU, which includes two golden and two silver dinner services of one hundred and twenty-six pieces each, eight complete sets of blackwood furniture and two sets of European furniture, not to speak of heavy silk and satin draperies and curtains, damasked and embroidered, ad infinitum, is to be brought to the "Wang Fu" or Princely Residence of the Prince of Chun, for the furnishing of the Princess's own apartments. In addition to the above, which it is stated cost over Ts. 120,000, only one-third, if not less, coming from Yang Lu's own pocket, the balance having been presented by his protégés and flatterers, with an eye to future benefits, which will repay the donors ten and twenty-fold; what is called the "private purse" of the bride amounts to the value of another Ts. 120,000 and over, consisting of "shoes" of gold and of silver, gold leaf and silver dollars from the Hupé mint. Some say that the last is the Wuchang Viceroy's gift—and Ts. 10,000 each of H and S and Russo-Chinese Bank notes. Finally, the gold, jade-stone and bronze pieces for embellishing the bride's boudoir or retiring room, are unsurpassed both in antiquity and value.

News.

## TO SOUTH AFRICA.

## THE NEW BRITISH STEAMSHIP COMBINATION

The Press Association Glasgow correspondent learns officially that the Canadian Government has subsidised the Allan Line to run in conjunction with Messrs. Elder, Dempster, and Co., and Furness, Withy, and Co. to ensure a regular steamship service from Canada to South African ports.

It will be remembered that a few weeks since our London Correspondent sent us a wire to that effect.

The voyage will take 26 days, and the first boat will leave Montreal in October.

## QUICK STEAMERS.

The arrangement promises great shipping possibilities for the Dominion. The Allan Line own 36 vessels, with a tonnage of 182,000. Elder, Dempster, and Co. own 89, and Furness, Withy, and Co., a West Hartlepool firm, 9.

For speed the new line will be able to draw on some magnificent vessels.

The Allan Line, for instance, own two ships travelling at 16 knots an hour. They are the *Bavarian* and *Tunisian*, both over 10,000 tons. They are greater in speed than the *Ivernia* and *Saxonia* belonging to the Cunard, or the *Cymric*, belonging to the White Star Line.

## CANADIAN ASSOCIATIONS.

The Allan Line Steamship Company was originally called the Montreal Ocean Steamship Company. When McKean gave up, a contract with the Canadian Government for a steam link with the Mother Country was undertaken by the Allan Brothers, who, as sailing-ship owners, had been connected with Canada since 1820. Since 1859, sailings have been weekly; the steamers going to Halifax and Portland and the St. Lawrence was closed. The old itinerary has included Glasgow, Liverpool, and London, embracing on the other side, in addition to several Canadian ports, Boston, New York, Philadelphia, and the River Plate.

Elder, Dempster, and Co. is primarily a West African and West Indian shipping firm.

## ANOTHER SOUTH AFRICAN SERVICE.

The *Liverpool Journal of Commerce* says that the second steamer of the new South African Line, established by Messrs. R. P. Houston and Company, sailed yesterday (her advertised date) from Liverpool for the Cape and South African ports. The *Hydra*, the vessel in question, took out a full cargo, consisting of Manchester fine goods, Yorkshire woollens, and Belfast linen; in addition to which she had on board a large quantity of other merchant cargo and material, and on account of Government and other contract cargo.

This is the line which is announced to fight the "Conference" or "ring."

## SATISFACTION IN LIVERPOOL.

A Central News telegram from Liverpool says:—The information cable from Halifax that a five years' contract has been completed between the Canadian Government and a British syndicate for a steamship service between Canada and South Africa is confirmed to-day in Liverpool, also that the syndicate is composed of Allan, Elder-Dempster, and Furness Lines.

Freight boats of good speed, and fitted with refrigerators for cold storage, will be placed on the new service. This contract is distinct from the Canadian fast mail service.

## DUELLING IN AUSTRIA.

## A LEAGUE OF PROTEST.

The movement against duelling has of late made considerable progress in Austria, and an Anti-Duelling League is in process of formation which, when finally constituted, is to have local branches in all Provinces of the Empire. Its more immediate objects are, first, to bring about a reform of the laws relating to the protection of a man's honour and reputation, by an enhancement of the penalties for libel, slander, abuse, and assault; and, secondly, to bring into existence Courts of Honour, which would suffice to secure real satisfaction to the injured party, and so to save him from the temptation to seek it by arms.

No less than fifteen hundred prominent persons, including members of the high aristocracy, officials, politicians, lawyers, and authors, have already signified their adherence to the scheme; and it is expected that, when the statutes have been approved, and the League can appeal to the public as a regular Corporation, it will receive support from all parts of the country. The efforts of the promoters of the movement are certainly deserving of all praise; and it is likely enough that, if the present absurdly small penalties—often amounting to a fine of a few kronen—for serious libel, or assault and battery, are replaced by heavy fines and damages, as is the case in England, the number of those who seek satisfaction in a duel would be considerably decreased. Still, duelling will never die out, or, indeed, cease to be compulsory in Continental Society, in certain cases, so long as it is enforced, or not forbidden, in the Army, where an officer loses his commission if he refuses to fight when challenged, or to challenge.

## KAISER AND ART

## WRITTEN WITH THE BAVARIAN CHAMBER

With reference to the action of the Bavarian Chamber in refusing to vote a credit of £5,000 asked for by the Bavarian Government for the purchase of pictures, or, rather, the following telegram (as a *Telegraph*) has been sent by the German Emperor to the Prince Regent of Bavaria:—

"I have just returned home and read with the deepest indignation of the refusal to vote the sum for which you have asked for art purposes."

"I hasten to express my displeasure at the mean ingratitude which is displayed in this action to the House of Wittelsbach in general, and also to your own august person, which has ever been a shining model in the support and advancement of art."

"I therefore beg to be allowed to place at your disposal the sum which you require, so that you may be enabled to accomplish to the full the task in the domain of art which you have set yourself to carry through." (Signed) WILHELM.

The Prince Regent replied, thanking His Majesty, and stating that a member of the Bavarian Reichsrath had placed at his disposal the sum refused by that Chamber.

## A BURIED GALLEON.

## REMARKABLE FIND BY SICILIAN FISHERMEN.

Some Sicilian fishermen while fishing with drag-nets in the early part of next month near Cannitello, in the Straits of Messina, discovered at the bottom of the sea the existence of the forepart of a large Spanish galleon, dating from the 17th century.

Two cannon have already been brought to the surface. They weigh nearly two tons each, are made of bronze, and covered with rich arabesques. One bears the inscription "Philip, King of Spain, 1640, and the other "Don Diego Philip de Guzman, Marquis of Arillery, 1632."

The after part of the vessel is partially buried in sand; but the whole galleon is said to be in excellent preservation, and an attempt is going to be made to bring it to land. It is believed to contain much treasure.

## Intimations.

## WORTH A GUINEA A BOX.

**BEECHAM'S PILLS**

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box

Prepared only by the Proprietor

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA

WATKINS, LIMITED,

APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April 1894.

## For Sale.

## FOR SALE.

ONE BROADWOOD PIANO.  
Apply at—  
ROOM No. 146,  
Hongkong Hotel,  
Hongkong, 7th August, 1902. [836d]

## Consignees.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE HALL Steamship

"SILVIA"  
Captain Behrens, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE.  
Hongkong Office  
Hongkong, 11th September, 1902. [952d]

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES

STEAMSHIP "GLENOGLE,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL &amp; CO., LIMITED.

Agents.

Hongkong, 12th September, 1902. [1]

## NOTICE TO CONSIGNEES.

THE F & O S. N. Co's Steamship

"VALETTA"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex *S.S. Rome*.

From Australia, &c., ex *S.S. Australia*.

From Persian Gulf, ex *B.I.S.N.* and *B.P.*

*S.N. Co's* Steamers.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., TO-DAY.

Goods not cleared by the 19th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,

Superintendent.

Hongkong, 13th September, 1902. [14]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 15th September, 1902. [946d]

## NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH AND LONDON.

THE Steamship

"FLINTSHIRE"

Captain E. J. Siddie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 11th September, 1902. [946d]

## Mails.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HAKATA MARU F. L. Sommer	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 20th Sept., at Daylight.
KINSHU MARU F. L. Pyne	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	MONDAY, 22nd Sept., at 4 P.M.
IDZUMI MARU F. W. Horton	KOBÉ and YOKOHAMA	THURSDAY, 25th Sept., at Noon.
HITACHI MARU J. Campbell	KOBÉ and YOKOHAMA	FRIDAY, 26th Sept., at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBÉ and YOKOHAMA	FRIDAY, 26th Sept., at Noon.
AWAMARU N. Trenn	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 4th Oct., at Daylight.
KUMANO MARU E. W. Haswell	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND	SATURDAY, 4th Oct., at Noon.
MIKE MARU M. Yagi	MOJI, KOBÉ and YOKOHAMA	TUESDAY, 7th Oct., at Noon.
SHINANO MARU M. J. Curran	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	MONDAY, 8th Oct., at 4 P.M.
YAKASA MARU J. B. Macmillan	KOBÉ and YOKOHAMA	FRIDAY, 10th Oct., at Daylight.
YOSHIMA MARU T. Murai	SINGAPORE, PENANG, COLOMBO and BOMBAY	FRIDAY, 10th Oct., at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's General Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

## SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

## FOR VICTORIA, B.C., AND TACOMA.

## IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

## Steamers. Captains. Tons. 1902.

*Glenora* G. E. Warner 3750 Sept. 20

*Plenitude* W. H. Smith 3753 Sept. 20

*Victoria* J. Pantan 3502 Oct. 18

*Olympia* J. Truebridge 2837 Oct. 24

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 12th September, 1902. [874d]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

## ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd September, 1902, at 1 P.M., the Company's Steamship "LAOS," Captain Flaudin, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, with TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 21st instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 8th September, 1902. [1004c]

## THE NEW FRENCH REMEDY

## TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by doctors, is sold in bottles of 1/2, 1, and 2 francs, and contains all the ingredients necessary for the cure of the kind, and surpasses everything hitherto employed.

**THERAPION No. 1** is a remarkable remedy for the urinary organs, especially for the treatment of the bladder, and for the cure of the kind, and surpasses everything hith







## TELEGRAMS.

(Reuters.)

## An Ambassador Re-called.

LONDON, September 15th.  
The French Ambassador to Russia, Comte de Montebello, has returned to Paris. At an interview, he confirmed the statement that he had been re-called against his will.

## Dublin and the Crimes Act.

A meeting of 20,000 people held in Phoenix Park, Dublin, and presided over by the Lord Mayor, has denounced the proclamation of the Crimes Act in that city. Messrs. Dillon and O'Brien made violent speeches against the Government.

LATER.

## The Tsar and the Peasant Troubles.

A deputation of peasants from six provincial Governments of Southern Russia assembled at Kursk by command of the Tsar. His Majesty, in addressing them, referred to the peasant troubles in the spring of the year, and said that such disturbances would not be allowed in future. He exhorted them to honest labour and thrift, re-calling his father's time and coronation. He advised them to listen to their local nobility, and not to believe in nonsensical rumours.

## THE PUBLIC HEALTH AND BUILDINGS BILL, 1902.

PETITION OF THE CHINESE COMMUNITY.

The following is a copy of the petition of the Chinese community which has been sent to the Officer recently administering the Government. H.E. Major-General Sir W. J. Gascoigne, K.C.M.G., exclusive of a memorandum on some of the sections of the above Bill, viz:—

To His Excellency Major-General Sir William Julius Gascoigne, K.C.M.G., Officer Administering the Government of the Colony of Hongkong and its Dependencies, Command-in-Chief and Vice-Admiral of the same.

The Humble Petition of the Chinese Community of Hongkong.

1. That your petitioners are Chinese merchants, members of professions, traders, mechanics, artisans, labourers and others constituting the Chinese community of the Colony of Hongkong.

2. That your petitioners (who constitute the vast majority of the colonists of Hongkong and upon whose efforts the success of the Colony largely depends) have for years past carried on peacefully their various vocations and trades in this Colony, and have long enjoyed the peaceful protection of the British flag and lived under the equitable dispensation of British law and justice.

3. That relying confidently upon fair and impartial legislation in this British Colony as well as upon an equal administration of its law and equity, a large number of your petitioners have invested their earnings and wealth in the landed property within its jurisdiction, while many of their compatriots in the mainland opposite inspired by the same confidence and reliance have laid out much of their capital in the purchase of its houses and tenements.

4. That on the 7th day of July, 1902, a Bill entitled "An Ordinance to consolidate and amend the Laws relating to Public Health and to Buildings" was read a first time in the Legislative Council of this Colony, which Bill contains some two hundred and seventy-six sections, and either wholly or partially repeals no less than twenty-four previous enactments, but although it affects very materially the interests of the Chinese, no translation of it into the Chinese language has yet been made.

5. That besides seeking to consolidate the existing laws relating to Public Health and Buildings, the Bill purports to have for its principal object the further improvement of the general sanitation of this Colony, in the endeavour to effect which later purpose many drastic and altogether unprecedented and unwarranted clauses have been introduced, which, if passed into law, would not only entail great and serious loss and sacrifice, but would leave the individuals suffering the same, without reasonable and adequate compensation, thus, not only contravening the principle so clearly enunciated by your Excellency "that the highest form of legislation is the carrying through of any necessary reform to the least possible hurt of the individual," but also grossly infringing the principles so soundly and distinctly laid down in the English Acts of Parliament and the decisions thereunder, as being the permanent guiding principles to be observed by all-comers in connection with the acquisition for public purposes of land in private ownership.

6. That the compensation allowed and provided for by the Bill can only accrue in the case of the resumption by the Crown of land and houses for a public purpose, and then only under strangely limited circumstances, the result of which letter is to leave the owner of the land so resumed entirely at the mercy of those whose avowed object is to acquire by resumption a maximum quantity of land at a minimum amount of cost. This is aptly illustrated by the regulations laid down in sections 248 to 256 inclusive, particularly those contained in sections 250, which latter section entirely deprives those individuals whose lands have been taken from them against their wish by compulsion, of the one important right and safeguard which they would otherwise possess, namely, that of appeal. Your petitioners observe with regret that for the compulsory alterations of the structure of existing buildings as well as of those re-erected under the new set of circumstances, that will exist on this

Bill coming into force, there is no provision whatever for compensation in a single instance. The reason for this, as stated in a paragraph in the covering letter of the framers of the Bill to the Government, dated the 14th day of May, 1902, is as follows:—

"With regard to the resumption of insanitary property, many blocks of buildings throughout the City of Y. Loia will undoubtedly have to be gradually bought up by the Government and the areas laid out in a more sanitary manner, more open space around each building being an especial desideratum in many of the most congested areas, and we have accordingly incorporated in this Bill the clauses of the Crown Lands Resumption Ordinance which appear to follow closely the provisions of the Imperial Housing of the Working Classes Act and to provide all the necessary powers for the resumption of insanitary or obstructive buildings. In such cases compensation for resumption is always given, but the Bill does not propose to offer compensation to the owners for the erection of sanitary dwellings on land at present unoccupied, nor for the re-erection on land already occupied of dwellings of an improved type to those now in existence. The right of an owner of property to erect dwellings of an insanitary type because his present dwellings are insanitary should not be admitted."

With regard to the last three lines of the above quoted paragraph, your petitioners would point out that the sentence there contained shows how grossly distorted is the vision with which the framers of the Bill have viewed the case of the compulsory acquisition of property so far as the owners' rights therein are concerned, inasmuch as every one who has had any experience whatever as to the acquisition of insanitary areas and houses knows full well that the principles for which the owners contend, so far from including any contention of a right to re-erect dwellings of an insanitary type on the site of previously existing insanitary dwellings (a process which such owners are well aware would cost them dear) only extend to a contention, that provided they comply with the well known legal maxim "Sic ut alienum non laedas" they have a right to utilise the site of insanitary dwellings for their own purposes without being compelled to dispose of it to a wealthy corporation for a comparatively small price—a principle which was recently thoroughly vindicated in recent insanitary area enquiry in the North of England, where owing to the enormous opposition encountered, the Local Authority had to entirely remodel their scheme, and thus recognise the undoubted rights of the property owners concerned.

7. That to refuse compensation to land owners for the erection or re-erection, on land already occupied of dwellings of an improved type as contemplated for the first time by the Bill is most inequitable, especially when the innovations and improvements insisted upon by the newly made law necessitate the giving up of valuable land and space, and the alteration of the nature and extent of the existing buildings.

8. That in Hongkong as well as in other parts of the civilised world, all buildings have had to be erected in conformity to the provisions and requirements of the Building and Sanitary laws in force at the time of their erection, so that it is by reason of the incomplete nature and extent of such laws that what are now considered to be insanitary buildings have not only been permitted and authorised to be erected, but actually created and fostered by the Legislature. Having regard to this, your petitioners consider that they have every right to ask, as they do, that provision be made in the Bill for the due and proper preservation of property owners' rights, including the right to compensation wherever their vested interests are disturbed; the right to the assessment of that compensation on a sound and efficient basis; and the right of appeal, not only as regards the compensation sought to be given, but also with respect to the right of the Government or other duly delegated authority to in any way acquire such owners' property. The right of appeal in respect of the last mentioned matters is rendered absolutely necessary, by reason of the fact, that the present Ordinance does not as the Housing of the Working Classes Act does, provide for any preliminary scheme and enquiry, and report upon the opposition (if any) to the head authority, and therefore, if left without a right of appeal in these respects, property owners would incur grave and unwarranted risks. That your petitioners' fears are well founded will be instantly seen on a perusal of section 248 of the proposed Ordinance. That section in defiance of all principles of justice and equity, and to an extent absolutely unwarranted by the necessity of the case, avowedly arrogates to the Governor the sole and exclusive right of determining what land ought to be "resumed for a public purpose"—a mode of procedure the extent and value of which it is found necessary to define under no less than four separate heads, thus showing the difficulties that are likely to arise in the enforcement of it, without any reference to, or safeguard for, the rights of the property owners concerned or the general public of Hongkong. This is a section that cannot be too strongly condemned as it entirely overrides the well known principle that vested interests must never be disturbed without due and proper compensation. In this connection your petitioners would refer to Part II of the Bill section 8 and the following sections, and call attention to the entire absence of any safeguard not only to property owners, but to the public in general, as to the administration of sanitary matters by the Sanitary Board, in view of the fact that the vast majority

of that Board is composed of official members, and that the powers proposed to be delegated to the Sanitary Commissioner are autocratic in the extreme, far more so than is necessary, and also far more so than those of the corresponding officer (the Medical Officer of Health for the various metropolitan and provincial districts) in England—vide sub-section 5 of the Housing of the Working Classes Act 1890.

9. That the local conditions obtaining in Hongkong are necessarily peculiar to that Colony, by reason not only of its geographical situation but also of its geological formation—it consisting for the most part of mountains with very few flat levels, and thus rendering the building as well as the location of houses and their sites a most difficult matter—and that bearing these facts in mind, as well as the matters mentioned in paragraph 8 hereof, it may well be said, that the blame of erecting and occupying insanitary dwellings cannot be laid solely or indeed at all at the door of the present land-owners in the Colony, who after all are but the successors of men whose knowledge of sanitation, like that of the then occupying official positions in the Government of the Colony, has been shown by the course of events to have been meagre to a degree. Moreover, sanitary science has made vast strides during recent years, and what was held to be sufficiently sanitary years ago is now-a-days often considered to be woefully deficient; similarly, what is thought to be perfectly sanitary to-day may possibly be regarded as quite insanitary by a future generation.

10. The present land owners purchased their land with the erections thereon, under the impression that they were making safe and profitable investments of their capital, and they had not the faintest notion of expecting, nor could they have had any reason to suspect, that the houses they then bought, were insanitary or would be declared insanitary, in the near future and they themselves rendered liable on re-erection or alteration to incur the compulsory sacrifice of land and space without adequate compensation. The truth of these statements is borne out by the well known fact, that had matters been otherwise, the present land owners would never have made such investments and landed property in this Colony would never have been sought after by the many confiding investors therein.

11. That whatever is required for the benefit of the public should be paid for by the public is a principle so well recognised as to need no argument for its support, consequently the failure in the present Bill to provide adequate and reasonable compensation for compulsory loss and sacrifice borne by individuals for the benefit of the general public, is the weakest feature of the Bill, and marks it as one of the most arbitrary and objectionable measures that have ever been introduced into any legislative chamber, whether in England or in its Colonies. In this respect also, the Bill compares very unfavourably with similar enactments in England, as a few quotations of the provisions from the latter amply show.

12. That one of the gravest objections to the proposed new Ordinance is that, although on the face of it, it is an experimental and therefore a tentative Ordinance, it purports not only in its title but also in its body, to be a consolidating and amending one—an anomaly that surely ought to be avoided.

Granted that sanitary defects exist, and owing to the fault of those Government officials who have held office in the past, flourish in the Colony greatly to its detriment, that is no reason why such defects should not be thoroughly and expeditiously grappled with and eradicated.

It certainly cannot be contended with any degree of seriousness, that the system, or rather the absence of it, disclosed by the present Ordinance would in any way tend to really remedy the existing defects.

What is needed in Hongkong is a bold and at the same time effective measure to enable the Government to acquire in an orthodox manner such areas of property as are insanitary, the Government of course adequately compensating the owners so far as their vested interests suffer damage thereby. If it were either beneficial or equitable to do otherwise, your petitioners would naturally ask the question "of what use then is the covenant for quiet enjoyment which is implied by the Law in every Lease of land?"

If the above suggestions were adopted and properly carried out Hongkong, from being a grossly insanitary and badly laid out Colony, would become quite the opposite in each respect.

To sum up the matter (so far as this clause of the petition is concerned) it may be said that the Government has the choice of two alternative policies:—

- (a) A negligently and inefficient one.
- (b) A sound, economical and necessary one.

Your petitioners cannot for one moment believe that the Government will—as they would be doing, were they to suffer the enactment of the present Ordinance—choose the former policy.

13. That the insanitary condition of Hongkong according to the experts has been caused Firstly.—By crowding together of too many houses on too small a space; Secondly.—By insanitary defects in the design of dwelling houses, and Thirdly.—By overcrowding of the inhabitants in these houses.

To remove the first cause, compensation and resumption by the Government is recommended, but the Bill fails to adequately provide for such contingency.

To remedy the second cause, a number of clauses drastic and arbitrary to a degree have been inserted, compelling the individual land-owners, without proper compensation, to make

structural alterations and substantial sacrifices either immediately or at some future date, on re-erection or alteration.

To alleviate the third cause the reduction of the number of inhabitable floors in buildings, the virtual abolition of cubicles, and the great increase in the floor and cubic air space, are some of the means purporting to be devised by the Bill, but totally unaccompanied by any definite scheme for the spread of the population and for the housing of the working classes and poorer inhabitants, who will be the most affected by such measures.

14. That your petitioners fail to understand why, in dealing with the first of the above mentioned causes, the Government should purport to offer compensation, and in dealing with the others of such causes, should fail to do so especially as the Government are undoubtedly primarily responsible for the present insanitary state of the Colony, in so far as (inter alia) the crowding together of too many houses on too small a space and the insanitary defects in the designs of existing dwelling houses and the overcrowding therein are concerned. Your petitioners therefore submit that, if the land-owners in the former case are to be considered entitled to receive full compensation, the land-owners in the latter be treated in like manner.

15. That the Bill is further objectionable in that it contains a series of new provisions which will, if enacted, not only press hardly upon land owners but he also incapable of enforcement at the present or at any future time, in the great majority of instances. As examples, there may be cited the case of the central houses of blocks of buildings, where it will be impossible to supply the demand for lateral windows unless every third house is resumed and taken down. Also, in the case of back to back houses the formation of a scavenging lane can only be rendered possible many years hence, and even then there are many places where it will be exceedingly difficult, if not impossible, to ever provide such lanes.

16. That your petitioners beg to reiterate their previous arguments and submit that, with an adequate system of compensation, it will be easy for the Government in every respect to proceed with sanitary improvements, thoroughly, beneficially, expeditiously, and uniformly, thus avoiding the necessity for waiting years until the existing houses are taken down and rebuilt as their sanitary defects can be remedied. The confidence of investors in house property will be restored and maintained, and the improvements will have been effected mainly at the cost of the public of Hongkong who at the same time will have been properly compensated in respect thereof, and will reap (as they ought) the benefits accruing therefrom, in the shape among other things of the suppression of those diseases which are dependent upon overcrowding and insanitary condition for their propagation.

17. That the Chinese community though willing and anxious to assist the Government in devising equitable means for the sanitary improvement of the Colony respectfully, but none the less strongly, protest against any measure which has the tendency—as the Ordinance in this instance has—of inflicting loss and injury on individual persons without reasonable and adequate compensation, even though the object is to benefit the general public.

18. That it would be inconvenient as well as tedious to criticize the various new sections of the Bill in the body of this petition, and your petitioners respectfully draw your Excellency's attention to the remarks contained in their memorandum hereto attached.

That your petitioners therefore humbly pray that Your Excellency as the Head of the Government and President of the Legislative Council may be pleased to direct that the Bill in its present form be withdrawn from the further consideration of the Council and that it be remodelled on more liberal lines granting compensation wherever individual interests and rights have to be interfered with and sacrificed. And your petitioners will ever pray, &c.

Dated the 5th day of September, 1902.

(Here follow signatures.)

## THE ARMY.

The Coronation medal is to be worn by the troops, and that, too, in priority of order to war and other decorations.

The Hongkong Regiment was photographed en masse yesterday.

## PLAGUE AT SINGAPORE.

39 CHITTIES PUT ON QUARANTINE ISLAND.

One case of plague was discovered in the Market Street district, at Singapore, on the 11th inst., says the *Strait Times*, a Chitty being the sufferer. Arrangements were at once made for preventing the spread of the disease, and with a commendable rapidity the house was closed and cleaned and a tongkang was hastened alongside the Master Attendant's Pier, whereon, at two o'clock the following afternoon, 39 Chitties were conveyed to Quarantine Island. These 39 men were the diseased man's sleeping mates, the single house constituting a home for the incredible number of 40 Chitties.

## Commercial.

TO-DAY'S INTELLIGENCE.

The Share Market is very erratic. There are sellers of almost all stocks. BANK and FIRE Shares, however, are in demand. BANKS are quoted at \$595 to \$597.50; CHINA FIRES \$84.50 with small sales and are wanted. In HONGKONG FIRES there are buyers at \$335, but no sales. WHAMPOA DOCKS are weaker with sellers at \$207.50 to \$210. There are sellers of CHINA SUGARS at \$97.50; INDO CHINAS at \$79.50; HONGKONG LANDS at \$171.50; GREEN ISLAND CEMENT Co. at \$19.50; and CHINA and MANILA at \$25.

## OPIMUM QUOTATIONS.

Hongkong, 17th September.  
To-day's quotations are as follows:—  
NEW PATNA ..... @ \$895  
OLD ..... @ 915/974  
NEW BENARES ..... @ 885  
NEW MALWA ..... @ 937  
" TWO YEARS ..... @ 980  
" THREE YEARS ..... @ 997  
PERSIAN SUPERIOR ..... @ 637  
" MIDDLING AND IN } @ 325/500  
" FERIOR }

## To-day's

## Advertisements.

VICTORIA CHAPTER,  
No. 525, E.C.

AN EMERGENCY CONVOCAION of the above CHAPTER will be held at the FREEMASONS' HALL, Zetland Street, TO-DAY, the 17th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 17th September, 1902. [963d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Butler, will be despatched as above on TUESDAY, the 23rd instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th September, 1902. [972d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"DIAMANTE,"

Captain P. Rodger, will be despatched as above on FRIDAY, the 26th instant, at 4 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th September, 1902. [972d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 19th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th September, 1902. [971d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m., TO-DAY.

Goods not cleared by the 23rd instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company, who will survey goods at 11 a.m. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days of the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 17th September, 1902. [4]

## To-day's Advertisements.

TO LET.

"CREGGAN"—THE PEAK.  
HOUSES in CLIVTON GARDENS, CONDUIT ROAD.  
GODOWNS at BOWRINGTON, Praya East.  
HOUSES at CAUSEWAY BAY, facing the Polo Ground.  
No. 11, MACDONNELL ROAD.  
"THE RETREAT"—MT. KELLETT.  
No. 2, RIFON TERRACE.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 17th September, 1902. [209c]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"PREUSSEN,"

of the NORDEUTSCHER LLOYD, Captain E. Prehn, will leave for the above places TO-MORROW, the 18th instant, at 9 a.m.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 17th September, 1902. [653c]

SHEWAN, TOMES & CO'S

NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON,"

will be despatched for the above Port on FRIDAY, the 26th instant, at 4 p.m.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 13th September, 1902. [686d]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "PREUSSEN,"

of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m., TO-NIGHT.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd instant, at 9.30 a.m., and THURSDAY, the 25th instant, at 9.30 a.m.

All Claims must reach us before the 28th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 17th September, 1902. [653c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 27th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 27th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 17th September, 1902. [829d]

## THE POPULAR

## SCOTCH WHISKY

IS

## "BLACK &amp; WHITE."



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING.

SOLE AGENTS:

LANE CRAWFORD & CO.

HONGKONG.

COTTAM & CO., FOR WASHING BOW TIES.

COTTAM & CO., FOR TRESS'S STRAW and FELT HATS.

COTTAM & CO., FOR SUMMER UNDERWEAR.

COTTAM & CO., FOR GENTS' BATHING GEAR.



Shipping—Steamers.

OCEAN STEAM SHIP CO. LIMITED.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	25th September, 1902.
" "	"AGAMEMNON"	1st October, " "
" "	"DEUCALION"	16th " " "
" "	"PATROCLOS"	24th " " "
" "	"STENTOR"	30th " " "

HOMEWARDS.

FROM	STEAMERS	DUE
"DIOMED"	" "	30th Sept., 1902.
"NESTOR"	" "	14th Oct., " "
"ACHILLES"	" "	28th " " "
"AGAMEMNON"	" "	11th Nov., " "
"PATROCLOS"	" "	25th " " "

FOR LIVERPOOL (DIRECT), (1st Class Cargo at LONDON RATES),  
"MACHAON" For Freight apply to

BUTTERFIELD & SWIRE,  
Agents.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
NINGPO and SHANGHAI	"SINGAI"	18th instant.
FOOCHOW	"CHANGCHOW"	19th instant.
SHANGHAI	"WAMPONG"	19th instant.
MANILA	"SUNGKIANG"	22nd instant.
TIENTSIN	"NANGANG"	23rd instant.
ILOILO and CEBU	"KAIFONG"	26th instant.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIPNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.  
"TAIYUAN" 4th October.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
† Taking Cargo on through Bill of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers on through Bill of Lading to all the Eastern and Southern Ports.

For Freight apply to

BUTTERFIELD & SWIRE,  
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM	STEAMERS	DUE
GLASGOW	"KAIKOW"	20th September.

TRANS PACIFIC SERVICE

FOR	STEAMERS	TO
VICTORIA, SEATTLE, LACOMA and all PACIFIC COAST PORTS	" "	" "
NAGASAKI	" "	" "

For Freight apply to

BUTTERFIELD & SWIRE,  
AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with  
THE OREGON RAILROAD AND NAVIGATION COMPANY,  
Operating the New First-class Steamships  
"INDRAVELLI," "INDRAPURA,"  
and  
"INDRASAMHA,"  
between

HONGKONG AND PORTLAND (OR.),  
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

"INDRAVELLI"	4,890 Tons	Oct. 24.
"INDRAPURA"	4,890 Tons	Nov. 14.
"INDRASAMHA"	4,890 Tons	Dec. 14.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.  
For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.  
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 21st September.
FOR FOOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 24th September.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 28th September.
FOR ANPING	"MAJIZURU MARU"	T. Saito	WEDNESDAY, 1st October.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.  
By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON Yusen Kaisha's steamers from Shanghai.  
For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 17th September, 1902.

T. ARIMA, Manager.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

USUAL AUSTRALIAN PORTS OF CALL.  
AVERAGE LENGTH OF VOYAGE TO SYDNEY—20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.  
NEXT SAILINGS.  
"CHINGTU" leaves on 29th Sept.  
"TAIYUAN" " 24th Oct.  
"TSINAN" " 15th Nov.  
"CHANGSHA" " 8th Dec.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.  
BUTTERFIELD & SWIRE,  
Agents, O.N. Co., Ltd.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE  
Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched for the above Ports on THURSDAY, the 2nd October, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
The Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 5th September, 1902.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI"

Captain R. W. Almond, will be despatched for the above Port TO-MORROW, the 18th instant, at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amidsips. Electric Light and other Modern Improvements. A Surgeon is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 11th September, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ

AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON"

Captain Klausberger, will be despatched as above on FRIDAY, the 19th instant, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,  
Agents.

Hongkong, 6th September, 1902.

CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as above on SATURDAY, the 20th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 16th September, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

"AFRIDI" About 27th Sept.

"HILLGLEN" 27th Sept.

"RICHMOND CASTLE" 11th Oct.

"LOTHIAN" To follow

"LOWTHER CASTLE" To follow

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 3rd September, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE"

Captain Aubert, will be despatched for the above Ports on or about MONDAY, the 22nd instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 15th September, 1902.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons.

Captain Tate, will be despatched hence for MANILA, on FRIDAY, the 26th instant, at 3 P.M.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivaled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to  
THE MITSUI BISSAN KAISHA,  
Agents.

Prince's Buildings, Ice House Street.

Hongkong, 15th September, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE.)

THE Company's Steamship

"TIROL"

Captain Breifeld, will be despatched as above on FRIDAY, the 26th instant, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,  
Agents.

Hongkong, 11th September, 1902.

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW"

3,287 Tons Gross Register will be despatched for ODESSA, via Ports of Call on or about 15th October.

For Freight and further Particulars, apply to  
BRADLEY & Co.,  
Agents.

Hongkong, 15th September, 1902.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING"

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 18th instant, at Noon.

For Freight or Passage apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.

Hongkong, 17th September, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

Proposed Sailings from Hongkong

"HUDSON" About 5th October.

For Freight and other information, apply to  
STANDARD OIL COMPANY OF NEW YORK,  
Oriental Shipping Department,  
Agents.

Hongkong, 11th September, 1902.

Intimations.

NOTICE.

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES, with Rates in 1/16ths from 1/10 15/16 down to 1/8d, is now on Sale at THE "HONGKONG TELEGRAPH" OFFICE.

These Tables, which run in columns of 100, from £999 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars.

By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.12 into Dollars at Exchange rate of 1/16.

£879 0 0 = \$6,641 9/16

12 1/2 = 9745

\$6,738 15/16

whereas with the other exchange books the result would be as follows:

£879 0 0 = \$6,641 9/16

12 1/2 = 9745

\$6,738 15/16

or to convert the dollars into Sterling at the same rate of 1/16.

\$6,738 15/16 = £879 0 0

£879 0 0 = \$6,641 9/16

12 1/2 = 9745

\$6,738 15/16

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Price for this and the previous volume, \$10 per copy.

Hongkong, 30th April, 1902.

DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST.

No. 4, Queen's Road Central,  
Hongkong, 3rd January, 1901.

RIGAUD'S White Violet EXTRACT

This fragrant and delicate perfume is permanent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined Society.

RIGAUD & Co. 10,000 White Violets equal each bottle of RIGAUD'S Extract.

PARIS

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 111, Des Voeux Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a specialty.

Hongkong, 22nd September, 1902.

SAVARESSE'S SANDAL CAPSULES

Not made of Gelatine, a most efficacious, because absolutely pure English Oil.

Full Directions. All Chemists.

Insist on Savarasse's.

Intimations.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homebound mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when an effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....\$ 2.85

One month.....7.20

Two months.....13.00

Three ".....20.00

Six ".....37.50

Twelve ".....73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....5 per cent.

6 ".....10 "

12 ".....25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

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We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing, respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.



**Fancy Drapery Dept.**

Hosiery, Gloves.  
Ribbons, Laces.  
Dress Materials.  
Linen, Longcloths.  
Drills, Hollands.  
Flannels, Flannelettes.  
Feathers, Flowers.  
Chiffons, Nets.  
Umbrellas, Rain Coats.  
Fancy Work, Wools.  
Boots and Shoes, &c., &c.

**Gentlemen's Dept.**

Shirts, Collars.  
Hosiery, Gloves.  
Hats, Ties.  
Umbrellas, Rain Coats.  
Boots and Shoes.

**WILLIAM POWELL, LTD.,**

**28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.**

**General Furnishing.**

Carpets.  
Linoleums.  
Tapestries and Repps.  
Art Serges.  
Household Linens.  
Down Quilts.  
Blankets.  
Bedding.  
Bedsteads.  
Ranges and Cooking Stoves.  
China and Glass.  
Bags and Trunks.  
Fancy Leather Goods.  
Toys and Games.  
Mats and Rugs.  
Overmantles, Mirrors, &c.

**LADIES DRAPERY AND FANCY DEPARTMENTS.****JUST RECEIVED**

A NEW STOCK OF CHIFFON AND NET RUFFLES IN THE LATEST SHAPES.

LACE TIES AND COLLARS IN GREAT VARIETY.

CHIFFON TIES IN ALL COLOURS.

FRESH ASSORTMENT OF LACES AND INSERTIONS.

CHOICE SELECTION OF FLOWERS FOR MILLINERY AND DECORATING PURPOSES.

"PING PONG" COLLARS.

"PING PONG" SETS, all prices - - - - \$1 to \$15.

PARISIAN AND ENGLISH MILLINERY ALWAYS IN STOCK.

**FURNISHING AND IRONMONGERY DEPARTMENTS.**

NEW LACE CURTAINS, ALL PRICES.

NEW CRETONNES, REPPS AND SERGES. NEW CARPETS, SQUARES, AND RUGS.

NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.

COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,

FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR

GAMES IN GREAT VARIETY.

**DRESSMAKING DEPARTMENT.**

This section of our business is a new venture and has met with extraordinary success during the past 10 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

July 16th.

R. G. HECKFORD  
MANAGER